

The Herald.

VOL. III.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY MAY 15, 1867.

NO. 32

THE HERALD

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BY EDWARD REILLY,

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ALMANACK FOR MAY.

MOON'S PHASES.

New Moon, 4th day, 3h. 28m., morning, E.
First Quarter, 10th day, 5h. 52m., evening, S.
Full Moon, 18th day, 9h. 40m., morning, N. W.
Last Quarter, 26th day, 1h. 50m., evening, W.

DAY MONTH.	DAY WEEK.	SUN				High Moon			
		rises	sets	Wat	rises.	Day	h m	h m	
1	Wednesday	4 51	7 40	8 30	14 13				
2	Thursday	49	5 9	32 4	4 16				
3	Friday	47	6 10	22 4	4 2				
4	Saturday	46	7 11	9 sets	22				
5	Sunday	45	8 11	57 8	44				
6	Monday	44	9	morn.	9 51				
7	Tuesday	43	10	0 47	10 52				
8	Wednesday	42	12	1 40	11 45				
9	Thursday	41	13	2 35	morn.				
10	Friday	40	14	3 43	0 31				
11	Saturday	39	16	4 29	1 13				
12	Sunday	38	17	5 31	1 49				
13	Monday	36	18	6 31	2 21				
14	Tuesday	35	19	7 32	2 51				
15	Wednesday	34	20	8 26	3 22				
16	Thursday	33	21	9 15	3 52				
17	Friday	31	23	10 0	4 25				
18	Saturday	30	24	10 45	4 54				
19	Sunday	29	25	11 24	5 15				
20	Monday	28	27	0 48	9 54				
21	Tuesday	26	28	1 25	10 36				
22	Wednesday	25	29	2 51	11 5				
23	Thursday	24	30	2 47	11 50				
24	Friday	23	31	3 32	morn.				
25	Saturday	22	32	4 20	0 25				
26	Sunday	21	33	5 11	0 57				
27	Monday	20	35	6 7	1 29				
28	Tuesday	19	36	7 4	2 1				
29	Wednesday	18	37	8 4	2 35				
30	Thursday	17	39	9 0	3 14				
31	Friday	17	39	9 0	3 14				

PRICES CURRENT.

CHARLOTTETOWN, May 19, 1867.

Provisions.

Beef, (small) per lb.	3d to 7d
Do by the quarter.	6d to 7
Pork, (cassas)	4d to 5d
Do (small)	5d to 7d
Mutton, per lb.	4d to 7d
Veal, per lb.	3d to 5d
Ham, per lb.	6d to 8d
Butter, (fresh)	1s 3d to 1s 6d
Do by the tub.	1s to 1s 1d
Cheese, per lb.	4d to 7d
Tallow, per lb.	9d to 1d
Lard, per lb.	8d to 9d
Flour, per lb.	3d to 3d 3/4
Oatmeal, per 100 lbs.	18s to 20s
Eggs, per dozen.	9d to 1s

Grain.

Barley, per bushel.	4s to 5s
Oats, per do.	2s 4d to 2s 6d

Vegetables.

Peas, per quart.	2s to 2s 3d
Potatoes, per bushel.	2s to 2s 3d

Poultry.

Geese.	5s to 8s 6d
Turkeys, each.	1s to 1s 5d
Fowls, each.	none
Ducks.	none

Fish.

Colfish, per qt.	20s to 30s
Merrings, per barrel.	25s to 40s
Mackerel, per dozen.	25s to 40s

Lumber.

Boards (Hemlock)	4s
Do (Spruce)	4s to 5s
Do (Pine)	7s to 8s
Shingles, per M.	13s to 18s

Sundries.

Hay, per ton.	65s to 75s
Straw, per cwt.	1s 9d to 1s 2d
Timothy Seed.	18s to 20s
Clover Seed, per lb.	1s 6d
Homespun, per yard.	4s to 6s
Calfskin, per lb.	6d to 9d
Hides, per lb.	1s to 1s 3d
Wool.	5s to 6s
Sheepskins.	2s to 4s
Apples, per doz.	2s to 4s
Particigoes.	2s to 4s

GEORGE LEWIS, Market Clerk.

COLONIAL PARLIAMENT.

DEBATES AND PROCEEDINGS OF THE LEGISLATIVE COUNCIL.

Council Chamber.

Hon. Mr. LORR: I do not like to let this paragraph pass without saying a few words upon it. I agree with some of the remarks which have been made, and particularly with those relating to dredging machines. In New Brunswick they have several of those machines owned by the Government, and I find by their report last year that, after paying all expenses, they left a balance to the credit of the Province. The machines were let to private parties in different ways. We, therefore, see that there is a possibility of their paying something over and above the working expenses, as well as providing for a sinking fund. As a member of the Government I would give it as my opinion that it would be well for the Colony to import a dredging machine; but unfortunately there has been a large expenditure of public money, in various ways, during the last few years, so that I am afraid the finances of the Colony are not in a state to warrant such an expenditure at present. The large amounts spent for delegations and other useless purposes, will leave us short of

funds for a few years. I am sorry that the Model Farm is such an expensive establishment, and is likely to prove such a heavy loss to the Colony; and I am persuaded that an immense sum has been expended upon it which should not have been. I do not bring any charge against his honor who is one of the managers (Mr. Beer), but I think they have gone to a great deal of unnecessary expense in putting up lines of fences and repairing buildings. It would be very well if the farm was to be held as it is, for a number of years; but I think that, in three or four years, the representatives of the people will become disgusted with it, and discontinue it. If it had been continued as formerly, and not given up, it would have been an advantage. It is a large farm, and what is doing with it? A few acres of green crops is nearly all that is cultivated upon it. If it cannot be worked with less expense I am of opinion that the representatives of the people will soon refuse to grant any more for it. I would rather see it purchased and held by the Government for we are only putting it in order for the owner. For any person of common sense to look at the barns would see that they would not do without very extensive repairs, and perhaps £700 or £800 have been expended in repairing them. I think the charges are enormous, and when the report is laid before us we will be astonished at the amounts expended for fences, repairs of buildings, &c. I am of opinion that there has been a good deal of nice "jobbing" done about it.

Hon. Mr. DINGWELL: I agree with your honors respecting the improvement of the country and the advancement of local industry; but I cannot see why those improvements were not so much as hinted at when the finances of the Colony were in a more prosperous state than they are at present. We never had a heavier debt, and the general resources of the country were never in a worse state, in my opinion, than they are at present. If a dredging machine could be imported without costing too much, it would be well to try the experiment; but Government contracts generally cost too much. I do not wish to cast any reflections upon the late Government, for I may have to cast some upon the present Executive, and if so I will not spare them. Now, are we in a position to inaugurate extensive improvements? If so, I would go hand and heart in carrying them out. St. Peter's and many other harbors in King's County, require to be dredged and improved; and it could be done at, perhaps, less cost than the expenses of steam communication to Queen's and Prince Counties. I hope the "wisdom" of both branches of the Legislature will be directed to those improvements, and to the advancement of other interests to benefit the country. No doubt it will be to the interest of the Government to do all they can to benefit the country, for on that I might say, depends their existence. At the same time I do not think it fair to agitate such extensive improvements just when the Legislature is called together at this late season of the year, for I apprehend some difficulty in getting the business of the country done satisfactorily. I will do anything in my power to carry out the design of the Model Farm, and if there has been any mismanagement I hope it will be exposed. I do not know if it is conducted as it was formerly when there was a great deal of mismanagement which was overlooked. No man should be entrusted with a place who is not competent to discharge the duties of it. I think there must be something wrong if there is a failure in that institution.

Hon. the PRESIDENT: The inconvenient time we are called together is not the fault of the present Government. They could not call us at an earlier date. I think it would be bad policy to discontinue the Model Farm just when they have gone to such a large outlay. I hope there is no intention of that kind. As to our resources, I believe we never had such a large revenue, and I doubt very much if it will be as large next year. There is a large debt upon the Colony, it is true, but it has been occasioned by the extensive purchases of Township lands, made by the late Government. All those purchases, however, which were made by the late Government up to the last one, have been self-sustaining; and I trust that the last one will be so also. I would like to see all the estates on the Island purchased by the Government, and an end put to that question which has agitated the Colony for such a length of time. As to a dredging machine, I think it should be tried, for I am convinced that it would be money well expended. Many of our harbors are filling up and might be greatly improved by dredging. I do not think the public would object to an expenditure of that kind. However, it is impossible for any Government to carry on extensive improvements without means, and the means must come from the people. They have a right to submit to taxation to carry on public improvements.

Hon. Mr. BALDWIN: Some of your honors, it appears, are in favor of inaugurating extensive improvements, but I think that, judging from present appearances, our financial affairs will soon be embarrassed, and therefore we should be careful in embarking in expensive undertakings. No doubt many of our harbors require to be improved by dredging, but I think that it should be deferred for the present. I think local industry should be paid more attention to, such as the manufacture of cloth of various kinds. The Model Farm also, though it has not hitherto been a paying speculation, yet I think it should receive full consideration. Many farmers in the country have not stock fit to bring to market, nor yet to keep on a farm, and it would be an advantage to have a place on the Island where improved stock could be obtained without the expense of importation. It might possibly be a disadvantage to a few individuals who can afford to import stock and would obtain a higher price for them. I would be in favor of trying it a little longer, and would even suggest that a little more be added to it. Those large horses which have been imported are not suitable for the requirements of the country, and if a few Canadian ponies were introduced, I am persuaded that they would be a great benefit. It has been said that more attention should be paid to the importation of seed grain. This is an important subject. I have found by my little experience, that there is nothing that has a greater tendency to increase the production than the changing of seed from a different soil to a different locality; and the beneficial results are even more apparent in potatoes than in grain.

Hon. Mr. BEER: As regards the stock of the Model Farm, I am glad to be able to say that there are four thorough bred Durham bulls now on the farm, three of which, one for each county, will be sent into the country almost immediately. In Saturday's market the carcass of a thorough bred Durham cow, which was imported by the late Liberal Government, was exhibited. The beef weighed over thirteen hundred pounds. There are also some fine young horses coming on, as well as sheep and pigs. Therefore the country will, in a short time, derive some benefit from that farm. The bulls to which I have alluded will, of course, be sold at auction. In speaking of the harbors, I forgot to mention that the people of Wood Islands, have, in a very spirited and praiseworthy manner, attempted to improve their harbor by building a breastwork by voluntary contribution; and if a dredging machine were employed it would be a great advantage.

Hon. Mr. LORR: That spot must be of great importance when they sent for the "spy" to come and see whether it was advisable to build that breastwork; but I have been told that it turns out to be a complete failure. There is not a sufficient run of water to keep a channel clear. As to the Model Farm, I hope your honors will not think that I am condemning it altogether; but I believe it will cost the country £1,000 a year, over and above what will be realised from the stock raised upon it.

Hon. Mr. McDONALD: I am pleased to find that there is such a general desire on the part of your honors to encourage local industry and agriculture, and I only wish that the financial state of the Colony were such as to enable us to carry out our desires. But you are all aware that, in consequence of the large expenditures of the late Government, in the purchase of the Township lands and in various other ways, it is a difficult matter to devote, even what would be considered a reasonable sum, to many of those objects. I am in favor of giving every possible encouragement to every branch of local industry, not only on the land but also on the sea, and by so doing I believe I would be promoting the general prosperity of the country. I believe, with some of your honors, that dredging machines and other undertakings, which have been spoken of, could be more efficiently managed by private enterprise than by the Government, for the Government has enough of other matters to occupy its attention. The late Government offered £250 for the encouragement of a dredging machine, but I am not aware that any person has yet availed himself of the offer. I am of opinion, however, that a dredging machine would be of little use in many of our harbors on the North side of the Island, as they are bar harbors and consist of shifting sands, which it would be impossible to remove so that it would not return by the force of the current and the action of the sea. I think it would be quite impossible to make any permanent improvement in such harbors as St. Peter's and some others on the North side. With regard to the Stock Farm, no doubt a very large sum of money has been expended upon it during the last year without corresponding benefits being apparent. Still I believe the Government are disposed to give the matter as fair a trial as they can with the limited means at their disposal. There was a large amount expended upon it last year, and we are without any report from the managers so as to be able to speak with certainty, but I know there is a very general complaint that there is no produce in the shape of seed or the increase of stock. Some of your honors spoke of the necessity for importing spring wheat, and I believe it is highly necessary to have something done in that direction. In many parts of the Island the seed is run out. It was the case in King's County last year in many instances, and seed wheat is so difficult to procure, that any person having a fair article can get 20s. a bushel for it. This price would pay parties well to import it from Canada or some other place where it can be obtained. I have heard that some parties were importing some this spring, and I hope it will be the case. I have always been in favor of encouraging the growth of flax, for I think it would be a valuable article of export. The late Government imported a large quantity of seed, but I believe it was not very generally bought up. It cost a great deal, and I believe it has been injured by mice and rats so that it will be sold at a low figure. The encouragement of the formation of agricultural societies in the different counties is an object, I think, very much to be desired. The exhibitions which took place in former years, in each county, were the means of improving stock, as well as the various articles exhibited. Parties bringing articles to those exhibitions saw those bought by others and compared them with their own. If one had a better quality of seed than that which was distributed through the country, if any other exhibition can be carried out in the different counties, as I think they can with a small encouragement, I am confident that they will be a great advantage. I think the Government will do what they can to carry out those exhibitions.

Hon. Mr. ANDERSON: I am of opinion that a dredging machine would be a great advantage, for many of our harbors require to be improved. A good deal has been said about the model farm, but I shall not offer any remarks upon it till we have a report from that institution. As to seed wheat, we know that some has been imported from Canada in former years and found to answer well. Other kinds of seed should also be imported. Peas have been found to answer very well. I know one farmer who raised 100 bushels last year.

Hon. Mr. DINGWELL: I do not agree with his honor from Georgetown (Mr. McDonald) with respect to the benefit to be derived from dredging machines. His honor is from a part of the Island where there is a good harbor, and a dredging machine is not required; but there are many harbors where such a machine would be a great advantage. If we can succeed in confining the current of water to a narrow channel, it will keep that channel from being confined for a number of years. St. Peter's harbor has been greatly improved in that way, and with the aid of a dredging machine a still further improvement might be effected.

Hon. Mr. HAYTHORNE: The Wood Island breakwater is in the district which I have the honor to represent, and as it happened which I have the honor to represent, I had an opportunity of seeing it. It appears to be a very solid, well-constructed work, but whether it will answer the purpose for which it is intended or not is a question for civil engineers to decide. It is about 500 feet long, and cost about £900. I have been told that £600 or £700 more would make it useful; but as to the benefits resulting from it at present they are almost nil. The design is pretty much as was stated by his honor from Bay Fortune, (Mr. Dingwell), to narrow the channel so as to concentrate the force of the current, but up to the present time that has not been done. However, it would be premature to pass any judgment upon it now. As to the flax seed imported by the late Government, I believe about 150 bushels of it are yet on hand, and there was some doubt whether it was suitable for seed. Two samples were sent to me in order to have its vitality tested, one of which I have tried and found it vegetating this morning very satisfactorily. Even if it were not suitable for seed, it will yet be valuable for feeding purposes.

Paragraph agreed to.

SEVENTH PARAGRAPH.

Hon. Mr. BEER: I am glad the Government have taken up that subject. The traffic upon our roads is increasing and will increase as agricultural operations be-

come more widely extended and the resources of the country become further developed. It is certainly true that something was done to improve our system of road-making. I am glad that my hon. colleague (Mr. Haythorne) is in the Government, for he has made this subject his study, and, I believe, has lectured upon it. I am glad that something is to be done, and if a little was done just now while the roads are soft, it would be much more advantageous. They are left till midsummer, when the sand is dry and light, and the roads become hard. It is very little benefit to throw loose earth upon them then, for as soon as rain comes the wheels cut down to the old road.

Hon. the PRESIDENT: The present system is no doubt a bad one. We have upwards of thirty Commissioners, and as long as that is the case we will not have good roads. If we had fewer and better paid persons to superintend the road service we would soon see an improvement. The Commissioners at present are not paid even for what they do. When a Commissioner sells a road, perhaps he never returns to see whether the work is done or not. I lived for a few years in New Brunswick, and just before I left a supervisor of roads was appointed for the district in which I resided, with an adequate salary; and when I returned a few years afterwards I was surprised at the improvement which had been made. If we had some such system here our roads would improve much more than they do.

Hon. Mr. PALMER: I think it is due to the House that, while this paragraph is under consideration, the Government should shadow forth what course they intend to adopt. They, of course, have had the subject under discussion, and, no doubt, have come to some conclusion as to what improvement they are going to make, or what alteration in the system is to be. I think it would be advisable to have it sent forth to the public as early a date as possible, before the supplies are voted by the Legislature. I know the system is susceptible of improvement. I have been in the Legislature many years, and every administration has admitted that the system is bad; yet no great improvement has been attempted with success. My curiosity is, therefore, excited to know what the project of the present Government is. It shall certainly have my support if I see that it is likely to better the present state of that important branch of the public service. There is one thing which I think does not require the skill of an artist, or any great science, or the art of a magician, to perceive or devise, that is, that as long as our soil continues to be such a fertile soil as it is, and I hope it will always continue to be so, good roads cannot be made out of the soil itself; yet it is that which people speak of in connection with road-making. Thus they spend their time speculating as to how they would have the common soil thrown up—how they would have the road rounded, &c.,—all the while losing sight of the main question, that we have not suitable materials on the Island wherewith to make roads, and by what means that great want can be supplied. This is what the means and resources of the country should be concentrated upon. It requires no great skill or science to make roads; if we have the material to put upon them. I believe there is one place in the Western part of the Island where hard material can be obtained; but it is not within reach of distant parts. Suitable material can only be obtained from the neighboring Provinces; and the question is whether it can be brought to this Island so as to go over a great extent of roads at a reasonable cost. The great thoroughfares of the Island which are adjacent to the shipping ports might be supplied with suitable materials in such quantities as would stand the wear and tear of those roads; but what is to be done with the interior of the Island free, how would we raise funds to carry it into the interior? The next question is, how are we to obtain the best substitute for it? I have been of opinion that the next best material is our common field stone, which is to be found in some parts of the Island in great abundance. In my opinion that is the only material we can get till the Island is rich enough to get better. If those stones were collected and laid on with some little degree of skill and science, I think it would be better economy. I have stated these views in and out of the Legislature; and though I found many to agree with me, still there is not much done, and very little improvement is apparent. There is a great interest taken in the distribution of the road money. The people say it is the only way they get any good of the public money, and I think it is true. The only parties who receive any benefit are those who do the contract work. As to our wharves and bridges, when we appoint men as commissioners who have no mechanical skill we cannot expect that they can properly oversee the work; yet it is supposed, theoretically, that they are to possess all that knowledge as to whether an arch is properly constructed—whether a frame is properly put together, &c. It is a mere farce. Those commissioners wait till the work is done, then they pass it, and, perhaps, before two years it is swept away. The late Government have gone one step in remedying this evil. Those works are not entrusted to the supervision of the commissioners. The Superintendent of Public Works has been instructed to see to the building of those bridges and wharves; and though a little more money is expended, perhaps, there has been none more judiciously laid out for many years. Those large bridges have been built according to a specification drawn up by a man possessing some mechanical skill; and it may be said that all those public works put together during the last twelve months are far superior to any which were built during that time. I think that improvement should be kept in view, and no bridge costing over £20 should be built without a specification and the supervision of a mechanic. I would certainly like to know whether it is contemplated to import materials or to use those we have on the Island for road-making. One or the other must be done if the Government expect any improvement.

House resumed and progress reported.

Adjourned till four o'clock, p. m.

AFTERNOON SESSION.

Committee on address in answer to His Excellency's speech resumed.

Hon. Mr. HAYTHORNE: One of the gentlemen who addressed your honors in the forenoon said he thought the House was entitled to receive, from a member of the Government, some intimation of the plan which we intended to pursue for the improvement of the Highways. I would just direct his honor's attention to that paragraph in the speech, which, if he had read carefully, he would see that the Government had refrained from committing themselves to any particular course. A question of such importance as this would require more attention than we could possibly give it in the short time, about thirty days, that we have been in office. The paragraph does not develop any particular method; it merely says:

"The serious loss incurred by the total unfitness of the highways to support the yearly increasing traffic renders it absolutely necessary that the whole question should undergo a thorough investigation with a view to the adoption of a better system. Your experience will readily suggest the most appropriate means of collecting information on this important subject as a preliminary step to future Legislation."

So your honors will see that it merely proposes investigation with a view to future legislation.

That is my answer to his honor's observations; and if it is not sufficient I will add that the Executive have not laid down any particular course; but seeing the importance of the question, we thought that the best way would be to refer the matter to a committee, perhaps a joint committee of both Houses. We would not confine them to time. They may hand in their report in three or four months, so that there will be abundant time to have the matter fully considered before next session: Without pledging myself to any particular course, I would yet say that we have the matter warmly at heart in view of the urgent necessity of the case. We will not lose any opportunity of carrying out such improvements as are within reach of this small, and I am sorry to say, impoverished colony. His honor made several other remarks. He wished to know whether we intended to employ the stone of the country or to import stone. The remarks I have already made might be considered an answer to this question. The stone of the country has been employed in several parts of the Island where there was heavy traffic and the result has not been such as to warrant us in proceeding very far in that direction. Some imported stone have also been tried and found to answer well. Certain pieces of road laid with limestone, some years ago, have not cost much for repairs since. The work was not performed in the best manner, nevertheless the experiment has succeeded well. Of course any Committee which should be appointed would feel it to be their duty to collect information from all sources within their reach. We know that good material exists in abundance on the main land, and the only expense would be that of bringing it here. The Committee should ascertain what the expense would be of landing it in different parts. Another important subject is the superintendence of the roads. The present system is quite inefficient. His honor from the city (Mr. Palmer) thinks it would be easy to make roads if we had the materials, but I cannot altogether agree with him. To make good roads requires considerable attainments. Another subject in connection with this is the insufficiency of the water courses on the roads and I do not think the water can be got rid of without the assistance of a proper scientific superintendent. It would be the duty of the Committee to ascertain where such assistance could be obtained. It should also be the duty of the Committee to enquire what system have succeeded best in other countries. In England highways are distinct from turnpike roads, and the system of managing the highways would afford a useful lesson to any person who would enquire into the system which would be likely to be successful in this Island. The road system has been changed in England during the last few years. A number of parishes have been put together so as to make it worth while to appoint a competent superintendent. He must be able to keep books, to estimate work, and superintend it. He has to oversee, perhaps, from 120 to 180 or 190 miles of road. His salary is from £120 to £130 sterling a year, and has to keep his horse at his own expense. I can speak from my own observation of the improvement upon these parish roads. I was absent from that country about twenty years, and when I left the roads were not much better than those on this Island. At the present time they are smooth and level, and such as can be travelled upon without danger or difficulty at any season of the year. I think any person or body of men whose duty it should be to obtain information would do well to ascertain the way those roads are managed. Ireland is celebrated for the excellence of its roads. True, they have abundance of the best material, but it would be a mistake to suppose that it abounds everywhere, for I know numerous places where what we would call good material is lying beside the road, and yet they bring a different quality five or six miles. I think that should be an inducement to us to bring it from the main land where it is to be obtained in abundance, for, though it may be costly in the first instance, yet in the end it will be found to be more economical than using the stone of this Island.—But I imagine that this question will come up again; and as my hon. friend has called attention to the fact that I have made this subject my "hobby," it admonishes me that I should not dilate upon it too much. It is a question of very great importance to the prosperity of this Colony. Persons holding valuable property in the country would be very much disappointed if they expected to realize the full amount which that property would bring, for any person purchasing would take the facilities of getting to market into account. In other countries, railroads would supersede the ordinary roads; but here, I fear our circumstances are such that we cannot have railroads for many years to come. I speak feelingly upon this point, for during the whole of the long period that I have been on the Island, I have suffered from this cause. His honor on my left (Mr. Beer) I am sure can bear striking testimony to the fact of the difficulty under which farmer's labor in hauling lime and manure from the city. The shortness of the season is a great drawback to farmers in this country; but the state of our roads compels them to shorten still more the already too short season. If our Highways were such that they could do their hauling upon them before the land is fit to till it would be equivalent to lengthening the season; but now, if they want lime in May or June they have to wait till May or June to haul it; whereas, if we had proper roads it might be done in April or even earlier. Therefore, in view of the great importance of the question, the Government should not act in a hasty manner, and we consider that the best way is to appoint a Committee to report upon it, then next year there would be a fair chance, if the finances of the country would allow it, to legislate successfully.

HOUSE OF ASSEMBLY.

SUMMARY OF PROCEEDINGS.

TUESDAY, April 30.

Hon. Attorney General presented several petitions on Roads, Bridges and Wharfs; all of which were read and ordered to be referred to the members of the several Districts.

On motion of the Hon. Col. Secretary, the petitions relating to the opening of new Roads were severally read, and ordered to be laid on the table.

The petition of divers inhabitants of Cardigan, concerning the opening of a new road through the lands of John Parker, and others, was ordered to be withdrawn, on the ground that the prayer of said petition could not be entertained by the House, the remedy, according to Statute, being in an appeal to the Supreme Court.

Hon. Mr. Duncan gave notice that, to-morrow, he would ask the Government if they intended to make any alterations relative to the manner in which the Hillsboro' Ferry was conducted, and if they contemplated any improvements in the running of the Ferry Boat.

Hon. Mr. Coles, Leader of the Government, in reply, asked what improvements were expected? No petitions being before the House, the Government, as such, had not been made aware of what